

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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FOR 1906.
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Small ... 6.00
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to the Local Booksellers

No. 15,173 號三十七百一千五萬一第 日三十月十年二十三結光 HONGKONG, WEDNESDAY, NOVEMBER 28TH, 1906. 三拜禮 號八十二月一十年六零百九千一英港幣 PRICE, \$3 PER MONTH.

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GUINNESS STOUT
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[a1189]

GREEN ISLAND CEMENT COMPANY
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In Casks 375 lbs. net \$4.50 per cask or Factory.
In Bags 250 lbs. net \$2.70 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1906. [a1223]

A TACK & CO.,
26, DES VOUX ROAD CENTRAL.

HAVE Just Unpacked a large Assortment
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BOOTS AND SHOES:

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OF THE LATEST DESIGNS.

PRICES VERY MODERATE.

Inspection of our New Stock of Goods is
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Hongkong, 28th September, 1906. [a39]

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SILKS, CLOTHS, CANTON LINES,
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Kindly note that the above Articles are suit-
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Hongkong, 1st November, 1906. [2018]

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Hongkong, 8th August, 1906. 1712

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2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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8.45 p.m. & 9.00 p.m. ... 9.45 to 11.15 p.m.
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Extra cars at 11.30 p.m. and 11.45 p.m.
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12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906. [1824]

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G. DE PERINDORGE.

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LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.

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[a158]

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SPECIAL LINES IN DRESS SUITINGS
FIT AND STYLE GUARANTEED.
All Orders receive the most CAREFUL and PROMPT attention and are executed under
the direct personal supervision of our Cutters, and by OUR OWN WORKMEN ON
THE PREMISES.

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Hongkong, 17th November, 1906. [a33]

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THE HIRANO MINERAL WATER CO., LD., KOBE.
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Hongkong, 16th August, 1905. [1588]

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PER CASE OF 12 BOTTLES ... \$8.00
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TIENSTIN, PENANG,
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Hongkong, 15th November, 1906. [a34]

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FRANKFURT A/M.
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WINE & SPIRIT MERCHANTS,
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Per Case.
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[a15]

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OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE,
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Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS
THOROUGHLY SEASONED.
CRYSTAL AND BONZOLINE BALLS ALL SIZES.
WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.
WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
AND MATERIALS OUT OF LONDON.
ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

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BILLIARD TABLE MAKERS AND IVORY TURNERS,
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Hongkong, 6th April, 1904. [798-2]

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10 PER CENT DISCOUNT.

IN consequence of the favourable Exchange now ruling, we beg to Notify our Patrons
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WINE AND SPIRIT MERCHANTS,
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Hongkong, 16th November, 1906. [2099]

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WHITE HORSE CELLAR
THE UNRIVALLED SCOTCH WHISKY
\$13.00 PER DOZEN.

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HAVE just unpacked a Large Assortment
of FANCY WINTER GOODS,
LADIES AND CHILDREN'S SHOES, and a good
Stock of TOYS.
A visit from our kind Customers is solicited.
PRICES Reduced all round in conformity
with the rise in Exchange.
Hongkong, 16th November, 1906. [2162]

NEW CARTRIDGES.
BY Popular English Manufacturers. In
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SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 55SG. at \$8, \$7 and
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and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. [1924]

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FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons
133 Bedrooms
Elegantly Furnished Reception Rooms;
Private Bar and Billiard Rooms for Hotel
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Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHAIRMAN MODERATE, AND NO EXTRAS
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A HIGH CLASS PRIVATE HOTEL
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a1565]

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a PRIVATE HOTEL on December
1st next. Plans of the above House together
with all Particulars can be seen any day be-
tween 2 p.m. and 7 p.m. on and after the 22nd
instant.
Apply—**Mrs. G. SACHSE,**
St. George's House,
Hongkong, 15th October, 1906. [1917]

"BOA VISTA"
HOTEL-SANITARIUM OF SOUTH
CHINA,
MACAO,

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Honan*) daily to and from
Hongkong, and two steamers to and from Can-
ton, give easy communication with both these
centres.
Cable Address—"BOAVISTA."
For Terms, apply
[a221] **THE MANAGER.**

VICTORIA HOTEL.

SHAMSEEN-CANTON.
On the British Concession.

MACAO HOTEL.

MACAO, CHINA.
In the Centre of the Praya Grande.
Both Hotels under experienced European
Management.
Every Comfort and Convenience for Residents
and Tourists.

[a1662] **WM. FARMER,**
Proprietor.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD,
Hongkong, 26th September 1905. [1751]

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A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate.
Apply to—**Mrs. F. W. WATTS,**
"Braeside," 20, Macdonnell Road
(late of "Tung Yuen").
Hongkong, 27th June, 1905. [a7]

BOARD AND RESIDENCE.

OFFERED in WELL APPOINTED
HOUSE, Fine View, every Comfort,
Large Verandah Upper Level.
Apply to—**Care of "Daily Press" Office.**
Hongkong, 18th October, 1906. [1398]

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FRENCH TAUGHT entirely by Con-
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Frenchman (a Teacher in Government Schools)
and **ENGLISH LESSONS** by an English
Lady.
Apply by letter to—**B. R.,**
Care of "Daily Press" Office.
Hongkong, 13th November, 1905. [2080]

INTIMATION.



A. S. WATSON & CO.,

LIMITED.

REDUCED PRICES.

WE beg to invite your attention to our Price List which is now being sent out. Please apply for a copy if you have not already received one. THE REDUCED PRICES which take effect from the 15th INSTANT WILL BE FOUND TO COMPARE FAVOURABLY WITH THOSE OF OTHER STORES IN THE COLONY WHETHER EUROPEAN OR CHINESE.

We have also just issued separately a New Wine List with Prices based on rate of Exchange now ruling. Reference to which will show that SUBSTANTIAL REDUCTIONS have been made.

ALL PRICES ARE NOW STRICTLY NET.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 28th November, 1906. [30]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on the right side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegram address: PANG, ORDERS A.B.O. 4th Ed. P.O. Box, 33, Telephone No. 12.

BIRTHS.

On November 23rd, to Mr. and Mrs. F. M. Brooks, Shanghai, a son.

On November 23rd, at Shanghai, to CHARLES and ERNA KREYER, a son.

DEATHS.

On October 20th, at Exmouth, Devon, THOMAS ARNOLD, aged 53 years. (2173)

On November 22nd, at Shanghai, ERNEST MONTGOMERY THOMAS.

On November 22nd, at Shanghai, JOHN L. ARNOLD, St. George's.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 28th, 1905

The adage that every quarrel has two sides to it is inadequate, especially as it is often adapted to questions under debate, as well as to disputes. For general use in the debating sense, it would be better to remember it as meaning that every subject of debate has as many facets as a diamond; it may be that it has more. We have been struck by an article in the *Manila Call* dealing with European and American objections to Chinese coolie labour, which article goes deeper than the average American writer in the neighbouring islands usually seems to venture. Yet we want to suggest, with all possible respect for our contemporary's analytical effort, that the subject of Chinese exclusion has still deeper depths it might have plumbed; or, returning to our opening platitude, that there are other facets deserving study. Notably, preliminary to the prejudice against Chinese cheap labour is not confined to American workmen, but that in Australia, South Africa, and in England itself the attitude towards it is much the same, our contemporary thinks to lay bare the real significance of all exclusion laws and ordinances by postulating that "the Western labourer is fighting to maintain

his standard of living, his type of civilization against the standards of the Orient and the Asiatic manner of living." Here seems a sufficient text on which to issue the invitation, "Come, let us reason together," but we may as well quote the rest of the passage.

"In order to compete with the coolie in the open market the Western labourer must be able to subsist on the same cheap food and live in the same humble tenements that suffice for the Oriental. To compete on these conditions, means the surrender of the Western manner of living and all that is most highly esteemed in Western civilization. So that the real struggle is broader than even national policies and economic consequences. It is as deep as civilization itself. It is the young against the old, the West against the East, the modern against the ancient. The struggle is inevitable, four-square and will be without quarter. All the present exclusive acts are makeshifts and only postpone for a time the greatest crisis."

Our contemporary goes on, retaining its not absolutely impregnable premise that the standards and ideals of the West are so far a under, to argue that the West must not only conserve its own standards (as the Chinese wish to do) but that in addition, missionary ways it is its duty to foist them on the East. Before its eyes it sees death rates and birth rates, commercial prosperity and luxury, as of positives in themselves, rather than as concomitants of a goal. The immediate question is whether good social shooting requires constant aiming at the "ball", or whether these other sections of the target will be sufficient when the scoring comes to be reckoned. It is here, of course, that the sparkle of many facets should attract attention. There is even some vagueness as to the precise locality of the ball; or to suggest a quotation with which all Americans are familiar, there is an evident uncertainty which star we must hitch our wagon to, one comparatively low down and accessible, or the one highest in the zenith. Even those ideals or standards of living referred to by our contemporary are less immutably defined than it appears to assume. What is the standard of the American or British labourer, especially of those labourers who subscribe to send missionaries to induce the Orient to change its standards? Have they not more than one? When they study and admire the Simple Life of THOREAU and of pure Christianity, and elect to send missionaries to educate the Chinese or Japanese, they forget that simplicity and contentment are inevitable concomitants for the masses they would instruct. When they pass laws to exclude those who would come amongst them as living and practising exponents of simplicity and meekness, do they not set up another standard, vastly different and more sincerely striven for, than the nominal one which inspires their proselytizing zeal? A standard is essentially something unique. No man can live up to two standards; none can cut his coat by two patterns. Yet that is what christianity seems to be attempting. With the formula of one standard in mind, simplicity, contentment, happiness, they invade China with their programme of education, having first, it must be admitted, tasted their own medicine. Our contemporary admits that the coolie's tastes are too simple, his food too cheap, to admit him to compete with white workmen. Then the standard of living of the white workman cannot be that under which he sends forth missionaries to the heathen. It must be one involving "extras." We know too well that it is so.

The European education of the masses has run to imitation luxuries, to artificial needs, such as cheap blouses and tinned pineapple. The standard of living of the civilized proletariat requires that the appearance of plutocratic refinement must be maintained. This involves cheapness, which in turn involves sweating, and so at the last, after all our well-meaning efforts to lift the masses, we find a submerged tenth living practically on the same bare level as the coolie, so far as simple essentials are concerned, but with the supererogatory embarrassment of a false standard of living, one that cannot be lived up to. Yet we continue to send emissaries to preach the blessings of civilization to the Oriental coolie, and our own state is so purlous that when he talks of stepping in to see how we do it, we have to bar him out. It is impossible in a few words to demonstrate the hideous tangle we are in, the muddle we have made of our reform work. We have come to regard the word "education" as blessed, like the word "Mesopotamia", but we are not educating the masses to be happy. As a recent writer has it, we look to education to enable us to beat Germany in business. It has led us so far away from our nominal ideal, our pseudo-standard of living, that we have recently been trying to divorce our schools from our ethics. But both America and Britain still believe in simplicity and contentment—for others, and the stream of

missionary teachers flows on to China. The coolie missionary who would come to them to live it, as well as teach it, has to be driven off. There is an International Society for the Protection of Workmen, which wants, inter alia, to abolish the use of white phosphorus in the manufacture of matches. Both Great Britain and Sweden, represented at the conference, declined to bind themselves to forbid it, whereupon another contemporary lucidly remarks:

"Unfortunately in this case the general interest of the state does not entirely coincide with that of the individual—the workman; and in this conflict, as generally happens, the weakest goes to the wall. The workman will for the time being still be sacrificed to the state as representing the interests of national industry which are not always in accordance with those of the workers."

And it goes on to say, attractive as usual by the Mesopotamian fascination of a thrice blessed word:

"Not until the proletariat is better educated will it be able to participate directly in the government of the state and enforce the consideration of its interests in national agreements."

So the civilized standard of living requires popular education, and even at the service of "the general interest of the state", including the match trade, we must go on giving it, free. Free! The blessing is compulsory—and we are intent on compelling the coolies of other lands to swallow it too. The Chinese and Japanese make matches, of a sort, without killing their proletariat with white phosphorus or Chicago canned chow, and we read that a match combine is being arranged to compete with them. The missionaries claim as one of their merits that they help to push foreign trade. No doubt they will help to push this. Then, when the coolie match-maker's occupation is gone, he will want to emigrate, and may be go to work where they make matches with white phosphorus. Happily they won't let him in. He would live—and die—making matches far too cheaply and so cheat his teachers' nationals of their inalienable privilege.

Here we stop, having suggested the possibility of the many other facets of this Chinese coolie question. That is all we set out to do. We have no advice to offer. We leave to our contemporary or to others, after reminding them of the complications, the task of unravelling.

The *Sun Cheong*, sunk alongside the Lung Wing wharf, has been raised and towed to Yantai.

The hull of the *Hongkong* has been so badly injured that she is not expected to leave the dock for about six weeks.

Mr. Pullman, President of the Sleeping Car Company, is being prosecuted on charges of having given passes to officials as bribes.

Yesterday we were surprised to receive another plague report. It was the 812nd case for the season, and it was discovered at Sha po, Kowloon City.

Mr. R. E. Ballios, barrister, has been asked to stand as Conservative candidate for the Walworth division. He failed to get the seat for West Newington.

There will be a salute of 21 guns at 12 Noon on Saturday, the 1st prox., in honour of the anniversary of the birthday of Her Majesty Queen Alexandra.

It is reported from St. Petersburg that it is believed in financial circles there that Count Witto during his European tour negotiated for a loan of \$50,000,000 on the security of the national railways.

In order to meet the continued demand for the *Daily Press* Illustrated Typhoon Pamphlet, another Edition has been printed and copies are now obtainable from the *Daily Press* Office or from the local booksellers.

The third and last practice dance for St. Andrew's Ball took place yesterday and was again largely attended. The reels and strathspey went with a better swing than before, and there is little doubt that the ball on Friday night will be as brilliant and as successful as its predecessors.

The N.C. *Daily News* says: Mr. H. I. Harding of the Consular Service has been transferred from Shanghai to Canton. His departure will be a loss to Shanghai where he has many friends. These, however, will congratulate him on his promotion and will follow his career in the Service with keen interest.

Work in connection with the salvaging of the French destroyer *Fronde* is proceeding satisfactorily. All visible apertures in the hull are said to have been tightened, and small cofferdams built round the hatches through which water will be conveyed for the purpose of pumping water out of her.

A meeting of His Majesty's Justice of the Peace was held at the Magistracy yesterday afternoon to consider applications from Samuel Jones for a publican's licence to retail intoxicating liquors at the *Praya East Hotel*, and from P. Wissing for the *German Tavern*. Mr. F. A. Hazledar presided, the other Justices present being Mr. C. D. Melbourne, Hon. Captain F. J. Baddeley and Mr. R. H. A. Craig. As no objection was raised to either application, both were granted.

The *s.s. Eastern* arrived in port from Kobe last night with eleven through passengers.

The return of visitors to the City Hall Library and Museum for the week ending the 25th November, 1906, shows that of non-Chinese there were 230 to the Library and 183 to the Museum; and of Chinese 140 to the former and 2825 to the latter. The Library was therefore, used by 440 persons and the Museum by 3,008.

There was a large native attendance at the London Missionary Society Chapel, Hollywood Road, last night, to hear Mr. J. G. Alexander, hon. secretary of the Society for the Suppression of the Opium Trade, discourse on the evils of that trade. The speaker told of the finding of the Indian Commission; of the unfavourable impression it produced on people at home; and how missionaries were always foremost in proclaiming the greatness of the evil. Then he spoke of a series of events, which he contended, pointed to the abolition of the traffic, and concluded by exhorting his hearers to use their best endeavours to suppress it.

TWO TYPHOON HEROES.

We understand that efforts are being made to secure public recognition of the gallantry and heroism displayed by Mr. E. H. Goring, chief officer of the *Hongkong*, and Mr. Alex. Harvey, second engineer, when that vessel stranded during the disastrous typhoon. The former volunteered to go ashore with a line which he succeeded in doing, although much bruised by being buffeted and knocked by the heavy seas against the rocks. His noble example was followed by Mr. Harvey, and between them they secured the ropes by which the passengers were taken off the steamer. As many were washed from the ropes both men were busy in the water rescuing those in danger of drowning.

DEATH OF MR. THOMAS ARNOLD.

We deeply regret to learn that news reached the Colony by yesterday's mail of the death of Mr. Thomas Arnold, who for over twenty-two years ably filled the position of Secretary of the Hongkong, Canton and Muscovy Steamboat Company, Limited. Mr. Arnold was previously with the firm of Augustus Heard & Co., (now defunct) and later established himself in the Colony as a public accountant and even during his long connection with the Steamboat Company Mr. Arnold's name figured on the yearly balance sheets of several local companies as an auditor. He was widely respected in the Colony, and when a year ago failing health obliged him to resign the Secretaryship of the Steamboat Company and leave the East, the Company marked their appreciation of his long and faithful service by granting him a year's pay as retiring allowance. Mr. Arnold had resided in the Colony since 1872. He died at Exmouth on October 20th, his age being 53.

POLICE COURT.

Tuesday, November 27th.

BEFORE MR. F. A. HAZLEDAR (FIRST POLICE MAGISTRATE).

TYPHOON EXPENSES.

The Harbour Master proceeded against the owner of the steam launch *Yat Sun* to recover the sum of \$1,250, being expenses incurred in raising the launch which was sunk in the waters of the Colony by the typhoon. Mr. G. E. Morrell (of the Crown Solicitor's office) appeared to prosecute; but, as defendant did not appear, the case was remanded till Friday.

STRAYING CATTLE.

Another fine was added to the long list recorded against Peer Bux, the Kowloon herdsman, who apparently keeps an unruly mob of cattle. For allowing them to stray on the public roads of the Peninsula he was mulcted in the sum of \$15.

A "SLAVE" FROM SOUTH AFRICA.

A coolie recently returned from South Africa went into an eating house at Queen's Road West on Monday night, had a meal, and tried to evade paying for it. He was handed over to the police, and Inspector Collett charged him with obtaining a meal by fraud.

Defendant told his Worship he refused to pay because he had eaten only 3½ cents' worth, and they wanted to charge him 75 cents. The Magistrate sent him to jail for three weeks.

SHIPWRECKED HONGKONG EXILE.

Wong Piu appeared to answer a charge of returning from banishment. He said he was wrecked in the typhoon, picked up by a passing junk and brought on to Hongkong. He knew he should not be here; but, as he was, he decided to stay until he could earn enough money to leave the Colony.

His Worship committed him to prison for twelve months, and ordered him to be exposed in the stocks for four hours.

THE KOWLOON MURDER.

The trial of Wong Kin for the murder of Au Yung-chung in a pork butcher's shop at Elgin Road, Kowloon, was concluded.

After hearing further evidence his Worship committed the defendant for trial at the Criminal Sessions.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

REFUSING TO PAY HIRE.

An Arabian quartermaster was charged for refusing to pay ricksha hire, and for being in unlawful possession of an arm.

Defendant retained a ricksha for nearly an hour, without paying for it. When he was arrested, a sheath-knife was found on his person. His Worship imposed a fine of \$10, and ordered him to pay the coolie 50 cents' compensation.

TELEGRAMS.

[DAILY PRESS] EXCLUSIVE SERVICE.]

STOKERS' MUTINY AT PORTSMOUTH.

LONDON, November 27th.

Moody, the instigator of the Portsmouth mutiny of stokers, has been sentenced by Court Martial to five years' penal servitude.

A DUCAL PRESENT.

LONDON, November 27th.

The Duke of Fife has presented Duff House with 140 acres of land, to Baulf.

THE SHANGHAI DOCKS.

SHANGHAI, November 27th.

At a confirmatory meeting of the Shanghai Dock and Engineering Co., Ltd., held to-day, lengthy speeches were delivered by Messrs. Nielsen, Gilbert, Reid and Kwick opposing the scheme to dispose of part of the Company's property for the purposes of a Wharf and Godown Co. which was carried on a poll of 23,235, against 2,723 votes.

EXPEDITION IN BORNEO.

SANDAKAN, Nov. 27th.

The *Tenaga*, Tawau, Expedition has arrived here safely.

All the European members of it are well.

[BETTER'S SERVICE.]

THE MOROCCO TROUBLE.

LONDON, November 27th.

A Division of the French Mediterranean squadron is provisioning at Toulon in readiness for emergencies in Morocco.

LATER.

France and Spain have arrived at an agreement, not yet finally ratified, for remedying the present insecurity in Tangier, by which 1,200 men of each nationality will be landed. In any case the French and Spanish naval divisions will remain off Tangier.

ARREST OF SAN FRANCISCO MAYOR.

LONDON, November 25th.

Mr. Schmitz, the Mayor of San Francisco, has been arrested in New York, on his arrival from Europe, on charges of extortion [misappropriation?]. A correspondent describes the city as rotten with corruption and vice, and full of thieves and murderers. The municipal officials, who are all Labourites are spending money like water.

The secret of prolonged youth is said to be the possession of an optimistic temperament. Better no temperament at all.

To a very great extent success or failure in life seems largely to depend on getting a reputation for being able to do things.

Worldly joy is a sunflower, which shuts when the gleam of prosperity is over; spiritual joy is an evergreen—an unflinching plant. But it has its price.

The most refreshing person that it is possible to meet is the man or woman who has a theory of life, who knows what he or she desires, and regulates life accordingly.

The English are divided into three classes: there are the aspiring and the perspiring; the middle-class is composed of those who both aspire and perspire. It is a peculiarity of our fellow-countrymen and women that they have the greatest contempt for all who perspire—except for pleasure.

The trouble with a lot of men in the world is that they spend so much time handing out promises to people that they haven't got time to make any of them good. To make good whatever you can and not promise more than you can really do, will give you a reputation that you cannot buy with money.

In every woman there is an inherent desire to love something; what that something is is not essential. She may lavish her affections on husband, children, parents, pet dogs, anything at all, but she must have some thing, or some one that she loves and cherishes more than all the world besides. Occasionally it may be herself.

I am certain that, in living close to the fields, we are close to the source of true and great poetry, where each of us, at times, hears, like Burns and Wordsworth, left unexpressed—lines that are only waiting to be lived into song. The nature lover who lives with his fields and skies simply puts himself in the way of the most and gentlest of such inspirations.

It is not the mere setting to work again that is so disagreeable, as the moral stocktaking which a vacation makes inevitable. How is he getting on in the world, morally, physically, pecuniarily, and socially? Is he going forward, or backward, or standing still? These are vexatious, unpertinent questions, which no one has a right to ask a man except himself.

SUPREME COURT.

Tuesday, November 27th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISSE JUDGE).

ALLEGED FALSE IMPRISONMENT. Cheong Lai and Cheong Tai to recover \$1,000 for false imprisonment of the plaintiff. Mr. E. P. H. Lang (of Messrs. Dacon, Looker and Dacon) represented the plaintiff, and Mr. C. F. Dixon (of Mr. John Hastings' office) the defendant.

Mr. Dixon—I have first, my Lord, a technical objection to take to my friend's cause of action. I submit he has miscevalued his remedy in bringing this action for false imprisonment. If he has any right of action at all it should have been for malicious prosecution. Mr. Dixon then cited authorities.

His Lordship—Malicious prosecution is far harder to prove, as it is necessary to prove malice.

Mr. Dixon—But the action must be for malicious prosecution, not for false imprisonment.

His Lordship—Was an information sworn before the magistrate?

Mr. Dixon—I believe so, my Lord.

His Lordship—It does not say so here, and I directed that the statement of claim should be amended. With regard to the statement of partnership, you yourself at that time said you were partners.

Mr. Dixon—No! I said I was prepared, if you intended taking the action on that date, to admit that we were partners.

His Lordship—You had to, unless you didn't want to get into serious trouble. The plaintiff in this case admitted he was a partner?

Mr. Dixon—Yes.

His Lordship—Before the defendant admitted it: now he denies it.

Mr. Dixon—I and raised there was never any admission by me, or any one on his behalf, that he was a partner.

His Lordship—He never appeared.

Mr. Dixon—No.

His Lordship—Well, he had better be careful what he says to-day.

Mr. Dixon—As I said to your Lordship before, in this business there are certain branches in which they are, and others in which they are not partners; and in the certain charge with respect to embezzlement, they were not partners.

His Lordship—In original action 196, on an amended writ, judgment was given against two of them.

Mr. Dixon—My client tells me there was no partnership between himself and the plaintiff with regard to the monies which are the subject matter of this charge of embezzlement.

His Lordship—If you had told me that before I shouldn't have called for an amendment.

Mr. Dixon—I suggested it before.

His Lordship—Perhaps you will say he is not a defendant now?

Mr. Dixon—Apart from that question will you consider the case?

His Lordship—I will consider it and reserve that point.

Mr. Lang submitted he had nothing to prove, but on his Lordship's suggestion read the statements of claim and defence, the latter denying that plaintiff and defendant were partners in the action.

His Lordship—You've got to prove that. You had better put your client in the box.

Mr. Lang—He's not here.

His Lordship—Well, that being the case I'll give you Thursday morning.

Mr. Dixon—I should like to raise another point: that is, with reference to my friend having failed to give notice in writing of this intended action for false imprisonment.

His Lordship—I'll consider that point too. You (Mr. Lang) might consider these points, and you must have your client here on Thursday as there are three things you've got to prove or else you don't get your case.

PARLIAMENTARY NEWS BY MAIL.

RUSSIA AND THE ALAND ISLANDS.

In the House of Commons on October 25th, Mr. Ashley asked the secretary for Foreign Affairs whether Russian troops were still in occupation of the Aland Islands.

Sir E. Grey: The latest information is to the effect that the Russian troops sent to the Aland Islands have been withdrawn with the exception of two officers and fifteen men.

CHINESE MARITIME CUSTOMS.

Mr. H. H. Marks asked whether the conditions under which the administration of the Imperial Chinese Maritime Customs were granted by China during the currency of the Chinese loans of 1896 and 1898 were being duly observed.

Sir E. Grey: When the loans of 1896 and 1898 were raised, the Chinese Government undertook that the Administration of the Maritime Customs should remain as then constituted during the currency of the loans. By the Imperial Edict of May 9th last, the Customs Administration was transferred from one Chinese Government Department to another but this does not necessarily imply more than a change of form, and it has not so far made any difference to the Administration of the Customs Service by Sir R. Hart.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Hongkong Maru* will sail from Yokohama on the 30th Nov., and is due to arrive at this port Dec. 9th.

The P.M. str. *Siberia* sailing from this port Oct. 30th, arrived at San Francisco, Nov. 26th.

The H.A.L. str. *Holendana* left Singapore on the 26th Nov. at 1 p.m., and may be expected here on the 1st Dec.

The Shiro Line str. *Montgomeryshire* left Singapore on the 22nd inst., and is due here on or about the 29th inst.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on November 27th at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Lieut. Colonel J. M. Reid, R.A.M.C., Dr. F. Clark, Medical Officer of Health, Hon. Mr. A. W. Brewin, Registrar General, Hon. Mr. F. J. Bodeley, Captain Superintendent of Police, Dr. H. McFarlane, Assistant Medical Officer of Health, Hon. Mr. E. A. Hewitt, Mr. A. Shotton Hooper, Mr. H. Humphreys, Mr. Lau Chu-pak, Mr. Fung Wachun and Mr. G. A. Woodcock (secretary).

SCAVENGING AND CONSERVANCY BY-LAWS.
The committee appointed to consider the question of enforcing these by-laws in the rural districts reported their opinion that the application of the by-laws was limited by the wording of the by-law No. 1 to the City of Victoria, the hill district and the larger villages in the Colony, and that any district for which no provision of dust carts, dust bins, dust boats and conservancy boats had been made, was exempt from the operation of these by-laws.

The President—I am advised that No. 1 of these by-laws does not apply in the way that the committee think, and that the by-laws which govern this question are Nos. 3 and 8. I think it would be advisable to refer it back to the committee.

Mr. HOOPER—I take it that this is a legal opinion?

The President—That is so.

Mr. HOOPER—Then the legal opinion ought to accompany this.

The President—No. It has been ruled otherwise.

Mr. HOOPER—With all due respect to you, I think you are alluding to a document circulated amongst the members during your absence by the then P.C.M.O., and which was ordered to be laid before you on your arrival. That document was treated as confidential, but you are asking a committee of this Board to consider a question involving legal considerations without giving them the legal opinion. That is placing them in an anomalous position. I think you are misreading the instruction.

The President—I have been instructed not to make public any information given in this way by the Crown Solicitor. I don't think there can be any objection to the committee receiving such opinion. I will ask for instructions on the matter.

Mr. HOOPER—I think you are mistaken. The motion was seconded by the Vice-President and carried.

TO ALTER THE HOUR OF MEETING.
The President, pursuant to notice of motion, moved: "That the time of the meetings of the Board be changed from 4.15 p.m. to 2.30 p.m."

Mr. HOOPER—I quite agree with the President.

Mr. HUMPHREYS—2.30 p.m. does not suit me. The present time is much better, I should think, for all business men.

Hon. Mr. HEWITT—I cannot agree to give up an afternoon to the Sanitary Board meetings. Mr. LAU CHU-PAK—The change is not convenient.

The Director of Public Works—I agree with the President.

The President—The Legislative Council meets at 2.30 p.m., and I think this time a much more suitable one for many reasons than 4.15 p.m. The Board meeting is held only once a fortnight and should not occupy more than an hour.

The President—As I have stated, this is a more convenient hour for many reasons. Of course, it occurs naturally to one that if one meets at 4.15 p.m. some of the meetings have to be postponed, and that means that we are practically kept beyond the usual office hours observable in the Colony. The Legislative Council meets at 2.30, and personally I should prefer the hour to be 2.30. In these days one never knows what is going to be sprung upon us, and one is much more fresh at 2.30 than at 4.15. If it is the wish of members I am quite willing to give way to the opinion of the majority.

The Vice-President seconded the motion.

Hon. Mr. HEWITT—I beg to move an amendment that the hour of meeting be as at present, 4.15 p.m. I quite understand, with all due deference to the official members, that it would be more convenient for them to do their official work during what are known as official hours. The majority of the Board are not official members; they are business men who have a great many calls on their time during ordinary business hours. But in a community such as this we are all called upon in our turn to do a certain amount of work for what we believe to be the general good, outside of office hours. I and I believe, my unofficial colleagues, are in the same position; we have to give up a great part of our time to public work, and if business members were not prepared to come forward it would be a great misfortune to the Colony. I don't make that statement in the belief that if any of us were driven from the Board our places could not be filled by people here as capable as ourselves. Personally, I am not prepared to give up an afternoon once a fortnight to this work, and I don't think it is reasonable to ask business men to do so. I am quite prepared to give up my leisure time, but if this measure is forced upon us, all I can say is that I shall be very reluctantly compelled to represent the matter to H.E. the Governor, who has done me the honour to appoint me, and say that I can no longer serve on the Board. If you insist on carrying this out you will find it very much harder to get unofficial members to serve on the Board. It is absurd that we should have to give up our business work to suit the convenience of a few official members.

It may suit you, but not us, and I think in the end it would make a difference.

Mr. HUMPHREYS seconded the amendment.

Mr. HOOPER—I am sorry to find myself at variance with my unofficial colleagues, but I think Mr. Hewitt has made a mistake when he says that by coming here at 2.30 it would deprive him of a whole afternoon.

Hon. Mr. HEWITT—I know my own business, Mr. Hooper.

Mr. HOOPER—I am not speaking of your business. I will speak for myself, and say it is much more convenient for me to be absent from my office from 2.30 till 3.15 than from 4.15 till 5 p.m. That is what I mean. I don't mean to be personal in anything. I think if the business men in the Colony were consulted, most of them would support me, because the majority of the directors of eight of the twelve public companies in the Colony meet at noon or 2.30 p.m. That is sufficient answer to what my friend has stated. So far as the Government members are concerned, I don't think it is quite fair of the unofficials to say they are forcing it on them. I take it they (the officials) have got to work during office hours, and if they look upon this as work they are working *pro bono publico*. That is the greatest form of Government there is. I will support the motion.

Hon. Mr. HEWITT—The meetings of the Board, as Mr. Hooper knows perfectly well, very often run to two hours sometimes over. They are very rarely less than an hour and a half.

Mr. HUMPHREYS—Mr. Hooper mentioned that all Board meetings took place before three o'clock.

Mr. HOOPER—I said nearly all of them.

Mr. HUMPHREYS—These I am connected with most after three.

Mr. HOOPER—Mr. Hooper mentioned that all Board meetings took place before three o'clock.

Hon. Mr. BADELEY—This is a matter in which we should be guided entirely by the views of the majority of the unofficial members.

Hon. Mr. HEWITT—Mr. Fung Wachun is not here, but he is entirely of the same opinion as Mr. Humphreys, Mr. Lau Chu-pak and myself. It simply means that I shall be to feed off this Board, and I don't wish to be.

The President—As the majority of the unofficial members are in favour of the amendment, I agree with Mr. Bodeley and will withdraw the motion.

A HEALTH QUESTION.

Mr. HUMPHREYS moved the suspension of these pending orders as he had a rather important question to bring forward.

Hon. Mr. HEWITT seconded, and members agreed.

Mr. HUMPHREYS—The other day it was reported to me that a very large quantity of human excreta was dumped in the nullahs by the side of the Military Hospital. I had that on good authority and went up yesterday evening to search for it, but couldn't find it, from which I gather that the staff has since been removed. I should like to know whether the Board have any information on the subject, because there are several typhoid cases in the Military Hospital, and if their excreta were so dumped it would be a menace to the children of Hongkong.

Mr. HOOPER—While on the subject I may say that we found coolies dumping excreta in a nullah outside my house at 5.30 in the morning. I called the attention of the Medical Officer of Health to the fact, and in the course of a few hours the staff went up there and I am informed they removed four buckets of it. There is another four in the nullah now.

The President—It is practically impossible for our staff to inspect the whole of the nullahs in the Colony to see if this is going on. But if it is brought to our notice, we will investigate it at once.

Hon. Mr. BADELEY—Or let me know.

COLONEL REID—There are only two cases of typhoid in the Military hospital at present, and all excreta from them is burned. It is a standard rule that all matter of that sort shall be burned.

SHOULD IT BE EXEMPT?
The agent for Wing Shu-tak, owner of 315 Queen's Road West, applied for exemption from the Building Authority's notice 682 requiring the opening out of spaces for the premises of this house, as it had hitherto been exempted from so doing on account of the back of the building facing a private street.

The Medical Officer of Health—I do not think that this house should be exempt from the provision of a yard. It has no yard at all but the back window of a kitchen looks into the lane. The Board has, so far as I am aware, not granted exemptions hitherto in such cases.

Mr. HOOPER—I think this should be granted.

Mr. HUMPHREYS—Is the lane a Government or private lane?

Mr. LAU CHU-PAK—What is the width of the lane? In cases where there are lanes at the back, the provision of yards should not be insisted upon as it may endanger the stability of the buildings.

The Registrar-General—Is the modification necessary?

The matter was deferred for consideration.

MODIFICATION OF REQUIREMENTS WANTED.
Mr. B. Brotherton Barker applied on behalf of Mr. Kwok Lok-wei, the owner of No. 18 Gough Street, for a modification of the requirements of sub-section 3 of section 188 of the Public Health and Buildings Ordinance of 1903.

The letter stated that the reason of the application was that the kitchen above the level of the roof was intended to be built to the height of the former kitchen, which had to be pulled down for the purpose of resumption by the Government, and was by this means forced upon his client who heretofore enjoyed the privilege.

The Medical Officer of Health said he had visited the premises and failed to see any necessity for an additional kitchen on the roof. There was a kitchen on each floor and a separate kitchen even for the cockpit, and he could not recommend the modification applied for.

The Registrar-General—I presume the owner got very good compensation for the back portion of his premises.

The Vice-President—The back portion of these premises was demolished by Government in carrying out the Mei Lun Lane improvement scheme. I think the owner has a fair claim to build to the former height.

The application was refused.

TO PRESERVE NOTES.

An application was made for permission to retain two cubicles on the second floor of No. 10 Rennie Street, and in connection with the matter some members wrote their minutes in lead pencil.

Hon. Mr. HEWITT—Notes by officials should be written in ink or indelible pencil, not in ordinary black lead pencil which can so easily be defaced by handling or time. I notice the Medical Officer of Health has taken to writing his minutes in pencil.

EXPERTS AGAIN DIFFER.

Samples of water taken from a well at 16 Gage Street were forwarded to the Government Analyst and Bacteriologist for examination and report. The former reported the water potable, and the latter non-potable.

Mr. HUMPHREYS—The Government Bacteriologist says the sample is non-potable, but he does not say it is dangerous to life. The closing of wells that are not actually dangerous to life is a doubtful expedient in view of the water supply being intermittent during the winter months, as the Chinese are thereby compelled to draw their supply from still more contaminated sources such as stagnant pools and polluted nullahs.

Hon. Mr. HEWITT—The surroundings of the well are reported to be very unsatisfactory. I gather from this the water may be contaminated through the soil, and think the covering over of the well will not of necessity keep the water pure. Unless stronger argument be brought forward in favour of the well being left open, it should be closed.

Mr. LAU CHU-PAK—I agree with Mr. Humphreys. This is another case in which the analyst does not agree with the bacteriologist. I wonder what the latter will say of the water from the mains. The well should not be closed.

The Registrar-General—This well should be protected from contamination by being covered over and fitted with a pump.

The President moved that the well be closed.

Mr. HUMPHREYS—Do I understand that the Government Analyst said this water is potable?

The President—Yes; but the bacteriologist says it is not. With reference to the cholera analysis, all depends when the water was collected. After a rainfall it might be seemingly good, but after the report of the bacteriologist it would be folly to allow the well to remain open.

Hon. Mr. Hewitt seconded the motion, which was agreed to.

OVERCROWDING.

The report of the overcrowding officer showed that 81 persons had been evicted during the month.

Mr. HUMPHREYS—I am strongly of opinion that the movements of the ejected tenants should be watched and noted with a view to ascertaining the economic effect on the Colony.

Mr. LAU CHU-PAK—Have steps been taken to ascertain where these ejected have removed to?

The President—See No. 2 of the Cleansing by-laws. The police might assist us in this matter.

The report was laid on the table.

THE RESIDENT OUTBREAK.
The President reported that no fresh outbreak of rinderpest had occurred at P. Ialam, and that all the diseased cattle had been slaughtered.

THE DIAMOND MATCH COMPANY.

SINO-AMERICAN COMPETITION AGAINST JAPAN. A Tokyo dispatch states that the Diamond Match Company, of America, the director of which has been investigating the condition of the match-making industry in Japan, has decided to establish a large match factory in South China, for the purpose of competing against Japanese matches.

The decision of the American firm is creating consternation among Japanese match-manufacturers, and the dispatch, and the authorities of the Department of Agriculture and Commerce are strongly recommending the match-manufacturers to endeavour to effect an incorporation of Japanese factories and the American company.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 27th at 11.55 a.m.—The barometer has fallen considerably over N. China, and W. Japan, and risen slightly in E. Japan.

A depression has appeared over Manchuria. It seems to be moving Eastwards towards the N. part of the Sea of Japan. The high pressure area is lying over the Yangtze valley.

Gradual rains are moderate to rather steep, and strong monsoon will continue to prevail in the Hongkong Channel, and land monsoon over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Hongkong & Neighbourhood	N. winds, moderate to fresh; fine.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamoucks	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

THE STRANDING OF THE "HEUNGSHAN."

MASTER ABSOLVED.

A Marine Court assembled at the Harbour Office yesterday to conduct an inquiry into the circumstances attending the stranding of the British ship *Heungshan* during the typhoon of September 18th. Lieut. C. W. Beckwith, R.N., Stipendiary Magistrate, presided, and the others constituting the Court were Commander E. Winstrop, R.N., H. M. Naval Yard; Mr. Harry Goukroger, master of the s.s. *Doric*; Mr. Thos. A. Mitchell, master of the s.s. *Sui Sang*. The letter from Captain Morrison, captain of the *Heungshan*, and the warrant from H.E. the Governor for conducting the inquiry having been read.

The President said he proposed that the Court should inquire into three points: (1) Was the master justified in anchoring where he did; (2) Was everything done after anchoring to prevent dragging; and (3) after the ship struck was everything done by the captain and officers to save life and property?

Captain Morrison said the *Heungshan* left Macao at 8 o'clock in moderate south west wind and rough sea. At 9.30 the wind increased, and a sudden squall carried away the upper awning. He kept the ship up to the wind to enable the men to furl the awnings. Shortly after this the wind and sea increased to typhoon force accompanied by blinding rain, and he then altered his course to west and west by south. He kept that course until 10.30 when he decided to anchor. At that time he thought he was two or three miles to the west of Sauchan. He slowed the engines, and anchored, letting go the starboard anchor with fifteen fathoms of chain, and afterwards let go the port anchor. He reeled away his chain until he had 40 fathoms well outside on starboard anchor and 75 fathoms on his port anchor, there being about four fathoms of water. He tried to help her by steaming ahead with the starboard engine; and put the helm hard aport, hoping to bring her head up to her anchors. Owing to one of the awnings having been blown away, he could not manage this. At 10.40 finding his efforts to bring her head up towards her anchors he stopped the engine. The chief officer was stationed by the windlass carefully watching both cables to see if she dragged. By this time strong typhoon squalls, with blinding rain came from the west, the ship, still heading south, lying quietly. He came to the conclusion this was the effect of the flood tide making against the wind. This continued till 12.10, when in the midst of a terrific squall he saw rocks practically under the *Heungshan*, on her port helm. He believed she must have taken the rock's abut her port quarter a few minutes before. As soon as he saw the rocks he put the engines full speed astern and then stopped them immediately as he found she had taken the reef and was hard and fast. As there seemed considerable panic among the Chinese passengers—some of whom were out on the guard ready to throw themselves into water—he considered it advisable to get a line ashore. The Chief Officer volunteered to swim ashore with a heaving line and succeeded in reaching the shore, badly bruised and knocked about by the heavy seas. Ropes were got ashore, the second engineer, who had finished his duties in the engine room, assisting the Chief Officer. The Chief Engineer and himself passed the passengers by means of the ropes to the shore. A number fell off, and the chief officer and second engineer were busy in the water rescuing them. Two, however, were drowned, but that happened before the ropes were got ashore.

By the President—What size of anchors have you on the *Heungshan* and what length of chain have you? Two 15-ton anchors, twenty-eight and twenty hundred weights, and chains to the extent of 120 fathoms for each anchor. Are your anchors constantly worked and attended to?—Constantly.

How far do you imagine you steamed after sighting Sauchan before you anchored?—I imagine I steamed two miles, making my estimate from Sauchan of about three and half miles.

Have you ever ridden out a typhoon before in the *Heungshan* or ships of that class?—Yes; but had no difficulty owing to anchor chains, although I had less chain out.

Commander Winstrop—When you found yourself on the reef did you notice how your cables were?—Yes both cables were about four points abut the beam on the starboard beam, the port cable being under the bottom of the ship.

When you anchored you say you reeled to 75 and 90. Had both cables then an equal strain?—Yes.

Captain Goukroger—Did it appear to you when you left Macao that morning that you would be in for a typhoon?—There was no indication either by sky or barometer.

On which anchor did you have the 90 fathoms?—On the starboard anchor, which I think is the heavier.

You say the ship's head was to the south, the wind north west westerly, your anchors five points on the starboard bow south west. Did you have no indication that the ship was drifting?—No; I considered the tide was making against the wind, which would account for the ship lying quiet.

Captain Mitchell—Did you give the ship a sheer after dropping the first anchor?—No; I did not think it advisable as she was well astern of her anchor.

Mr. Grainger, chief officer, said they had six European passengers, 548 Chinese passengers and 57 of a crew on the *Heungshan* on the day in question. The glass was high and steady when they left Macao at 8 o'clock. His statement as to what happened corroborated that made by the master. He left the windlass shortly after 12 o'clock because he heard a bump. He

JUST UNPACKED:—

F.P. AND POSTCARD SIZE

F. P. CAMERAS

FITTED WITH

ZEISS ANASTIGMAT TESSAR LENS, F. 6.3.

AT MODERATE PRICES.

LONG HING & CO.

No. 17, QUEEN'S ROAD.

JUST LANDED.

SPARKLING RED BURGUNDY GUICHARD POTHERET & FILS.

PER CASE 12 BOTTLES \$32.00

PER CASE 24 31.00

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.

TELEPHONE No. 135.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

had scarcely reached deck when the ship struck. Then he got all the sailors together and endeavored to quieten the passengers, who were beginning to show signs of panic. The captain consulted him as to what should be done and he volunteered to go ashore with a line. The second engineer followed and assisted him to get several ropes ashore.

In reply to Commander Winstrop, witness said he had his hands on the cables after the ship anchored, but felt no jerk which would indicate that the ship was dragging.

Mr. Johnston, chief engineer, said the *Heungshan's* engines had a pressure of 125 lbs. on the morning of the 18th. That would give her a speed of thirteen knots. Witness gave evidence as to the working of the ship, and stated that when the water came in the water-tight doors were closed. The water came in through the stoke hole and drove the men out. As the water rose he deemed it advisable to blow off the steam to prevent an explosion.

The finding of the Court was:—

We find that the s.s. *Heungshan* of Hongkong, of which George Morrison, master mariner, was master, left Macao on 18th September, 1906, for Hongkong at 8 o'clock with a general cargo, six Europeans, 543 Chinese and 57 of a crew. The ship was full powered and well found. The weather was cloudy, with moderate N.W. breezes, the barometer high and steady. At 9.30 a.m. the wind increased by a series of heavy squalls and the sea rapidly rose. The ship was then turned round to N.W. to assist in getting the awnings furled and the typhoon doors shut. At 9.30 the south end of Sauchan was seen bearing E.N.E., one and a half miles distant, the wind by this time having increased to typhoon force and accompanied by blinding rain, the ship then heading about west by south and steaming at full speed until 10.20 a.m. when the master thought it advisable to anchor. The engine was slowed down and both anchors were let go in a seamanlike manner with 90 and 75 fathoms of chain respectively, well outside the house pipe, and carefully attended to by the chief officer. The engines were worked for a considerable time to enable the ship's head to be brought to the wind, but without success. As the ship was lying easily to her chains the engines were stopped. We, the Court, are of opinion that the master was thoroughly justified in anchoring when and where he did; that after taking into consideration the conditions of the weather and the impossibility of seeing through the blinding rain, and that after anchoring all due precautions were taken, the chains being carefully watched and no indication given by jerk or otherwise which it would be usual to expect, she must have dragged both anchors a distance of about three and a half miles when the ship took the reef; that everything was done by the master and officers to save life and property, special commendation being due to Mr. Grainger, chief officer, and Mr. Harvey, second engineer, in getting ropes ashore through the breaking sea and generally helping to rescue passengers who were washed from the ropes through the heavy waves. We, the Court, are of opinion that it was largely due to the gallant exertions of these officers that only two lives were lost; and, taking into consideration the abnormal conditions under which the ship was navigated, the Court absolve master and officers from all blame.

In concluding the proceedings the Harbour Master said that was the third inquiry within a month.

A CO-EDUCATIONAL PUBLIC SCHOOL.

A momentous and highly interesting educational experiment is about, says the *Daily Chronicle*, to be tried in England under the best auspices—the co-education of boys and girls in a large public school from school age to university age. The scheme has the earnest support of many noted educationists, and is so far advanced that the school premises have been secured, the headmaster and teaching staff appointed, and there is already over forty pupils to form the nucleus of the establishment. There is a large provisional committee sitting in London and Manchester, who have guaranteed the necessary funds, and are thorough believers in the idea. Mixed private schools of course, are not unknown in England, but this will be the first high-class public school established on the lines so successful in the United States. We have said that the headmaster has been appointed, but it would be more correct to state that the enthusiasm and personality of the headmaster have virtually created the institution. The Rev. Cecil Grant, M.A., of Wadham College, Oxford, has been head of Kewick School for the past seven years, and he is so strong a believer in the benefits of co-educational methods that he is sacrificing money and almost certain scholastic advancement in order to conduct the training of boys and girls together. He is taking with him masters and mistresses who have been colleagues of his at Kewick, and have the conviction that the artificial separation of the sexes during school life is wrong. St. George's School, Harpenden, has been loaned for the experiment, and much money is now being spent in repairs and alterations. There are large and airy class-rooms, dormitories, and dining and exercise-rooms, and eleven acres of grounds for the exploitation of healthy outdoor pastimes, with a chapel, swimming bath and cricket pavilion. The first school term will start in January next. It is not intended as an experiment in cheapness. The annual fee for every boarder will be eighty guineas, with extras for day-boarders, fifteen or eighteen guineas, according to age. A scholarship of £50 a year for three years at a university, and a bursary of £20 a year for any girl proceeding to a degree at St. Andrews University have already been arranged. The central idea is to take children of both sexes from the age of eight upwards, and train them together until they attain the university age of eighteen or nineteen years. The boys and girls, the young men and young women, will mix freely in the class-rooms and on the playing fields. They will share a high class education on the lines of the family. A dozen objections to the experiment will immediately come to the mind, and "The Daily Chronicle" invites its readers to thrash the subject out. Meantime, Mr. Grant claims that co-education affords sure protection against "certain well-defined, and very serious evils," that it results in more manly boys and more womanly girls, the visible effects being:—

On Girls.
Greater openness.
Less self-consciousness.
Wider interests.
More esprit de corps.

On Boys.
Less idleness.
Less cruelty.
Less caucherie and mauveine hotheads.

In corroboration of this may be quoted a report of the United States Government on co-education there:—"It seems an admitted fact that girls become more full of resource, and capable of much self reliance; that boys gain in refinement and a deeper appreciation of and respect for girlhood. With both the outcome is a wider knowledge of human nature, which must contribute to the national well-being. The girls, by their diligence and perseverance, act as an incentive to the boys, benefiting in their turn by the less emotional standpoint usually taken by the growing lad." These are parents who desire to send their boys to the public colleges for many reasons, and who despair of the training given to girls at their most receptive age. Such will doubtless be attracted to the coming co-educational public school at Harpenden, which, to say the least will be in the hands of earnest men and women and controlled by a very representative board.

Hongkong, 22nd August, 1906. 116

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes A.B.C., 5th Ed. Lieke's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

IT IS HEREBY NOTIFIED that the Portion of BOWEN ROAD which was temporarily closed has been reopened for traffic.

W. CHATHAM,
Director of Public Works.
Hongkong, 27th November, 1906. [2174]

INDENT MERCHANT. Requested by German Cotton Waste Blanket Factory.

H. N. 1849.
Care of RUTOLF MOSSE,
Hamburg (Germany.)

WANTED.

FOREIGNER in High Position Wants BOARD AND RESIDENCE in Good English Family.

Care of "Daily Press" Office.
Hongkong, 28th November, 1906. [2176]

BOARD AND RESIDENCE.

A GENTLEMAN can have BOARD AND RESIDENCE in an English Family on the Central Lower Level, Large House with Full View of the Harbour.

Care of "Daily Press" Office.
Hongkong, 28th November, 1906. [2177]

PUBLIC AUCTION.

AT THE SALER'S ROOM of the Undersigned, No. 8A, Queen's Road Central, TO-MORROW (THURSDAY), the 29th November, at 2.30 P.M.

HOUSEHOLD FURNITURE, comprising: BEVELED and FLAT GLASS WARDROBES and SIDEBOARDS, TEAKWOOD ROUND TABLES and MARBLE TOP ROUND TABLES and WARDROBES, DRESSING TABLES and OVERMANTLES, TABLES and DESKS, BEDSTEADS, COTS, RUGS, FRAMES, &c.

And A Lot of MISCELLANEOUS GOODS. Terms:—As usual.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer.
Hongkong, 28th November, 1906. [2178]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On FRIDAY,

the 30th November, 1906, at 2.30 P.M., at their SALES ROOMS, No. 5, Des Vaux Road (Corner of Lee House Street).

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

comprising: TEAKWOOD WARDROBES and SIDEBOARDS, BEVELED GLASS, TEAKWOOD BOOKCASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY-COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.

Also A Large Assortment of CANTON CARVED BLACKWOOD WARE, CARPETS, &c., &c., &c.

And One SEMI-GRAND and One COTTAGE PIANO.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th November, 1906. [2179]

FROM NEW YORK, ADEN AND SINGAPORE.

THE H.A.L. Steamship

"NURIA," Captain Habel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impounding for discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 27th November, 1906. [2172]

THE "DAILY PRESS."

ILLUSTRATED TYPHOON PAMPHLET

THE continued demand for copies of the above Pamphlet which contains a Full Account of the Typhoon of September 18th, Illustrated by 20 Photographic Views, has rendered the issue of another Edition necessary. Copies may now be obtained from the Daily Press Office or from the Local Booksellers.

PRICE 50 CENTS CASH.

Hongkong, 28th November, 1906. [2180]

NEW ADVERTISEMENT

S.S. "POLYNESIAN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Malapan* and *Coriboran*, from Havre ex s.s. *Malapan*, from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Tea and Valuable, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday, the 3rd Dec., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd Dec., or they will not be recognized. All damaged packages will be examined on Monday, the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

G. DE CLAMPEAUX,
Agent.
Hongkong, 27th November, 1906. [2]

INTIMATIONS
HONGKONG JOCKEY CLUB.

NOTICE.

ST. ANDREW'S STAKES to be run for on SATURDAY next, 1st December, 1906. Open to all Subscription Grifflins of this Season 1906-7. Distance Half a mile, weight 10 Stone, 7 lbs. Native Riders allowed. Entrance Fee \$10 to go to the Winner. Second Prize to save his stake. The Saddle will be rung at 7 o'clock A.M. and the Race will be started at 7.30.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 26th November, 1906. [2163]

HONGKONG JOCKEY CLUB.

MEMBERS desirous of renting accommodation at the RACE COURSE for the Current Season will oblige by applying to the Undersigned before FRIDAY, 30th inst.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 2nd November, 1906. [2135]

ROTHEN MARK LODGE, No. 284.

A REGULAR MEETING of the ROTHE MARK LODGE will be held at the FREEMASONS' HALL, TO-NIGHT (WEDNESDAY), the 28th November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd November, 1906. [2149]

HONGKONG ST. ANDREW'S SOCIETY.

SCOTSMEN are invited to Subscribers to the ST. ANDREW'S BALL to be held in the City Hall, at 9 P.M. on FRIDAY, the 3rd inst.

For particulars please apply to—
W. ARMSTRONG,
Hon. Secretary.
Care of Butterfield & Swire.
Hongkong, 23rd November, 1906. [2143]

"SAM CHAR" MINE, KWONGSI PROVINCE.

IT IS HEREBY NOTIFIED that His EXCELLENCY CHEONG, who in the past eighteen months has expended about \$10,000 on the above named SAM CHAR MINE in the Kwan Yuen district of the Province of Kwongsi, and had several times by advertisement in the newspapers publicly invited offers for the purchase of the mine and all the rights therein, has Resigned the management and transferred all rights and interest in the above-named Mine to Messrs. CHAN CHIT TING and HO SZE KI and others who are willing to provide the necessary Capital for the working of the Mine. Twelve regulations for such transfer have already been drawn up and mutually signed by the above-named parties.

It is HEREBY FURTHER NOTIFIED that the Members of the Directorates, Committees and the Shareholders in the WAH HING and PO HING Companies by whom the Mine has successively been owned, may inspect the regulations and all other particulars of the transfer on application to the YU WO FAT Firm, No. 227, Des Vaux Road West, Hongkong, or to the CANTON-AMOI RAILWAY OFFICE, in Tsing Hoi Moon Street, Canton, on any day prior to the 22nd day of this Moon, on which date the New Company will assume the management of the said Mine, and no claims and objections on the part of parties interested in the above-named WAH HING and PO HING Companies can thereafter be entertained.

Signed on behalf of the Shareholders,
PO HING COMPANY.

The 8th day of the 10th Moon, 32nd year of Kwongai.

NOTICE.

WE have Established Ourselves To-day under the Firm Name

ULDERUP & SCHLUTER, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. ULDERUP, C. SCHLUTER,
Office 1 & 2, Beaconsfield Arcade.
Hongkong, 15th October, 1906. [1919]

LADIES and GENTLEMEN, COME and SEE OUR FINE ASSORTMENT OF TOYS TOYS TOYS.

Do not lose this Golden Opportunity! BEST GOODS, CHEAP PRICES.

H. HIPTOOLA & CO.,
13 and 15, D'Aguiar Street.
Hongkong, 26th November, 1906. [2161]

TO BE OPENED SHORTLY.

A PICTORIAL POSTCARD STALL in Queen's Road where HONGKONG VIEW POSTCARDS can be had from

ONE CENT EACH.

Great Assortment of Artistic Cards, Comic and Artistic Cards; also a stock of Tuck's HALF MASKS.

TYPHOON VIEW BOOKS.

In order to close up the account for the Typhoon Relief Fund we are selling the balance of the View Books on hand at 25 cents each. Applications for same are to be made to The HONGKONG PICTORIAL POSTCARD CO., P.O. Box No. 4.

Hongkong, 22nd November, 1906. [2139]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account of the year 1906, of FORTY CENTS per Share, will be Payable at the Hongkong and Shanghai Bank, Hongkong, on and after WEDNESDAY, 28th November, 1906, on Warrants to be obtained at the Company's Office.

The Dividend will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date.

THE REGISTER OF SHARES will be CLOSED from MONDAY, the 26th instant until FRIDAY, the 30th instant, both days inclusive, during which period NO TRANSFER OF SHARES will be effected.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd November, 1906. [2153]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 1641/1643 for SIXTY SHARES numbered 4637/4639 inclusive, Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at the Office of the Company, Queen's Buildings, Victoria Hongkong, before the 30th November 1906, New Certificates for the said Shares will be issued, and the old certificates will thereafter be held by the Company as Null and Void.

THOS. J. ROSE,
Secretary.

Hongkong, 31st October, 1906. [2907]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE SHARE CERTIFICATE No. 4689 for TWENTY-FIVE SHARES numbered 150,236 to 150,250, Fully Paid-Up, standing in the Register in the name of BENJAMIN ROPEE BRANCH of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at the Office of the Company before the 3rd December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 3rd November, 1906. [2938]

FOR SALE

FOR SALE OR HIRE.

STEAM LAUNCH, 15 Tons Register Net, 59 feet Long, built in 1905.

For Particulars, apply to—
ATAKA & Co.,
1st Floor of Chartered Bank.
Hongkong, 24th November, 1906. [2153]

FOR SALE.

3 WOODEN LIGHTERS,

Length 80' 0"
Beam 24' 0"
Depth 9' 6"
Capacity 320 tons.

Complete for delivery within 5 weeks from date.

Plan, Specification and Particulars from C. E. WARREN & Co.,
30, Des Vaux Road, Central, and
HO CHENG WONG & Co.,
31 & 33, Connaught Road, Central.
Hongkong, 6th November, 1906. [2049]

FOR SALE OR HIRE.

STEAM LAUNCH 14 Tons Registered, 62 feet long, in Very Good Condition.

Apply to—
CARLOWITZ & Co.,
Hongkong, 2nd November, 1906. [2027]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mail, also Table of Yearly Approximate Averages FOR 31 YEARS.

FROM 1874 to 1904.

Price \$2 Cash. On Sale at the "DAILY PRESS" Office, or Local Booksellers.

TO LET.

TO LET.

NO. 4, DES VEAUX ROAD, Ground Floor, lately vacated by Madam Jay, suitable for Banking or other Office, including a Strong room and out-houses.

NO. 5, PEDDERS' HILL, a 5-Roomed Dwelling House with out-houses.

NO. 5, QUEEN'S ROAD, "VICTORIA BUILDINGS" 2nd Floor, suitable for Office.

NO. 1, ROBINSON ROAD, "FAIRVIEW," consisting of Six Rooms, very pleasantly situated, with large Servants' Quarter.

Apply to—
DAVID SASSOON & Co. Ld.
Hongkong, 8th November, 1906. [2060]

TO LET.

FURNISHED BEDROOM and Board for Single Gentleman with an English Family in Private House on the Upper Levels.

Apply—
Care of "Daily Press" Office.
Hongkong, 27th November, 1906. [2169]

TO LET.

OFFICES in King's Building and York Building.

NO. 2, HILLSIDE, THE PEAK. A HOUSE in WONG NEI CHONG ROAD, GODOWNS IN PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RYTON TERRACE, FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [1524]

TO LET.

FOUR-ROOMED HOUSE on Praya East near East Point.

Apply to—
JARDINE, MATHESON & CO.
Hongkong, 27th November, 1906. [2168]

TO LET

TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 28 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—
E. M. HAZELAND,
No. 35, Queen's Road Central, or to
WING-ON, Contractor,
No. 34, D'Aguiar Street.
Hongkong, 19th July, 1906. [1436]

TO LET.

"BROCKHURST," PEAK.

"GLENWOOD," CAIRNE ROAD, suitable for a Boarding House or Club.

NO. 3, CAMERON VILLAS, PEAK. NO. 7, DES VEAUX VILLAS, PEAK. NO. 4, CONDUIT ROAD.

NO. 3, ARBUTHNOT ROAD. NO. 73, WYNDHAM STREET. BEACONSFIELD ARCADE, Finest Shops Offices and Dwelling Rooms.

NO. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor). NO. 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Ashes). BELLILIOS TERRACE HOUSES, ROBINSON ROAD.

NEW HOUSE on Mount Kellett, Five Rooms, on Rural Building Lot No. 117.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd November, 1906. [2028]

TO LET—AT KOWLOON.

NO. 3, LYEMOON VILLAS, A Five-Roomed House with joint use of Tennis Court. Possession from 15th November next.

Apply to—
"LYEMOON,"
Care of "Daily Press" Office.
Hongkong, 17th October, 1906. [1927]

TO LET ON LEASE.

FROM 1ST JANUARY, 1907.

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD, 1, 2, 3, 4 and 5 SUN WAI LANE.

Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 24th October, 1906. [1907]

TO LET.

NO. 52, CAIRNE ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

NO. 18, McDONNELL ROAD, "TANG YUEN."

Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.
Hongkong, 13th November, 1906. [2087]

TO LET.

2ND FLOOR No. 12, Queen's Road Central.

SEMI-DETACHED BUNGALOW (Sir C. P. Chater's), Robinson Road, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 1st June, 1906. [501]

TO LET.

NO. 6, MACDONNELL ROAD, from January, 1907, Six Rooms, Servants' Quarter and Garden; Nice Location. Electric Light installed.

Apply to—
"K,"
Toyo Kisen Kaisha, York Buildings.
Hongkong, 22nd November, 1906. [2141]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. [80]

TO LET.

With Possession on the 1st January, 1907.

A NINE-ROOMED HOUSE with Office and Godown, on the British Concession, (Shamoen-Canton).

Apply to—
Care of "Daily Press" Office.
Canton, 3rd November, 1906. [2937]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Any disposed to offer for the same please apply to—

C. H. GRACE,
Secretary.
Hongkong, 28th May, 1906. [1156]

TO LET.

NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 13th June, 1906. [1270]

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 1st August, 1906. [79]

TO LET.

"DURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental.

Apply to—
SPANISH PROCURATION.
Hongkong, 11th October, 1906. [1892]

TO LET.

ONE GODOWN at East Point close to the Water suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—
JARDINE, MATHESON & CO.
Hongkong, 16th

NOTICE.

THE Steamship


For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 5th November, 1906. [2043

York Building.
Hong Kong, 5th October, 1906. [1616]

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze
orts.
For Freight or Passage, apply to
Hongkong, 29th November, 1906.

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 29th October, 1906. [7

VESSELS ON THE BERTH
NORDDDEUTSCHER LLOYD, BREMEN.
NOTICE.
STEAM FOR
KUDAT AND SANDAKAN.
 Taking Current Through Rates to
TAWAU, LAHAD DATU, LABUAN,
JOLO, ZAMBOANGA AND MENADO.
THE Steamship
"BORNEO,"
 Captain F. Sombill, will be ready to load
 on the 24th instant.
 For Freight or Passage, apply to
NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
 Agents.
 Hongkong, 23rd November, 1906. [5]
EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, TIMOR, PORT DARWIN and
 QUEENSLAND PORTS, and taking through
 Cargo to ADELAIDE, NEW ZEALAND,
 TASMANIA, &c.)
THE Steamship
"EASTERN,"
 Captain McArthur, will be despatched for the
 above Ports on SATURDAY, 1st December,
 at 10 A.M.
 This well-known Steamer is specially fitted
 for Passenger and Refrigerating Chamber,
 which ensures the supply of Fresh Provi-
 sions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with
 the Electric Light.
 A Stewardess and a duly qualified Surgeon
 are carried.
 N.B.—To assure the additional comfort of
 passengers the steamers of the Company have
 electric fans fitted on board.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 21st October, 1906. [2010]
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
 Through Bills of Lading Issued for
 BATAVIA, PERHIAK Gulf CONTINENTAL,
 AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"MALTA,"
 Captain R. A. Peters, carrying His
 Majesty's Mail, will be despatched from this for
 Bombay on SATURDAY, the 1st December,
 at NOON, taking passengers and cargo for the
 above ports in connection with the Company's
 s.s. *Himalaya*, 7,000 tons, from Colombo,
 Passengers' accommodation in which vessel is
 secured before departure from Hongkong.
 Silk and Valuables, all cargo for Fraucos, and
 Tea for London (under arrangement) will be
 transhipped at Colombo into the mail steamer
 proceeding direct to Marseilles and London;
 other cargo for London, &c., will be conveyed
 from Bombay by the R.M.S. *Arabia*, due in
 London on 12th January, 1907.
 Parcels will be received at this Office until
 4 p.m. the day before sailing. The contents
 and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 20th November, 1906. [1]
THE NORTH-EASTERN STEAMSHIP CO., LD.,
 OF ST. PETERSBURG.
FOR ODESSA (DIRECT).
THE Company's Steamship
"OTTO BERG,"
 will be despatched for the above Port on or
 about the 3rd December.
 For Freight & Further Particulars, apply to
BRADLEY & Co.,
 Agents.
 Hongkong, 16th November, 1906. [2103]
REGULAR STEAMSHIP SERVICE.
 (WITH LIBERTY TO CALL AT MALABAR
 COAST).
PROPOSED SAILINGS FROM HONGKONG.
 1906 About
FOR NEW YORK.
"SAINT PATRICK" ... 16th Dec.
"SATSUMA" ... 11th Jan.
 For Freight and further information, apply to
DODWELL & CO. LD.,
 Agents.
 Hongkong, 12th November, 1906. [787]
COMPAGNIE DES MESSAGERIES
MARITIMES.
FRENCH MAIL STEAMERS.
STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN,
BRINDISI, TRIESTE,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship
"ERNEST SIMONS,"
 Captain Bourdon, will be despatched for
 MARSEILLES on TUESDAY, the 11th
 December, at 1 p.m.
 This Steamer connects at Colombo with the
 Australian line s.s. _____, bound for Mar-
 seilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading
 issued for above ports.
 Cargo also booked for principal places in
 Europe.
 Next sailings will be as follows:
 S.S. "POLYNESIE" ... 25th Dec.
 S.S. "CALEDONNIEN" ... 8th Jan.
 S.S. "SALAZIE" ... 22nd Jan.
 S.S. "OCEANIE" ... 5th Feb.
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 28th November, 1906. [2]
HAMPSCHEFFS-RHEDERIT "UNION"
ACTIEN-GESELLSCHAFT.
FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast)
THE Steamship
"VERONA,"
 Captain Dobruzz, will be despatched for the
 above Port on or about MONDAY, the 17th
 December.
 For Freight, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 5th November, 1906. [2043]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 30th November	Freight and Passage.
LONDON, &c. via usual ports	MALTA Capt. R. A. Peters	Nov. 1st December	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP	SUMATRA Capt. E. W. Bruce	About 5th December	Freight and Passage.
SHANGHAI and JAPAN	NUBIA Capt. F. J. Fox	About 8th December	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong 27th November, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KIUKIANG"	On 29th November.
SHANGHAI	"KALGAN"	On 1st December.
SHANGHAI	"HANGCHOW"	On 3rd December.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 3rd December.
SHANGHAI	"NANCHANG"	On 5th December.
SHANGHAI and KOBE	"LIANGCHOW"	On 5th December.
	"CHANGSHA"	On 13th December.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

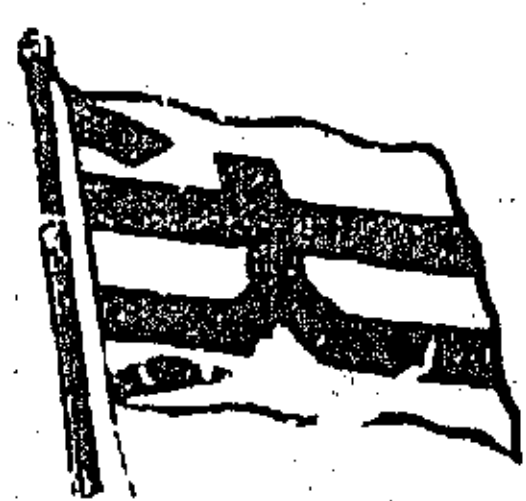
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th November, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSAI VIA SWATOW AND AMOI	"JOSHIN MARU" Capt. H. Ohta	SUNDAY, 2nd Dec., at DAYLIGHT.
† SHANGHAI VIA SWATOW, AMOI AND POCHOW	"SOSHU MARU" Capt. T. SUGA	SUNDAY, 2nd Dec., at DAYLIGHT.
* ANPING VIA SWATOW AND AMOI	"FUKUSHU MARU" Capt. S. Ito	TUESDAY, 4th Dec., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th November, 1906.

T. ARIMA, Manager.

PASSENGER SEASON
1907.PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

F A R E S :

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL
LINES.NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNIBSEN	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May

ON WEDNESDAY, the 5th day of DECEMBER, 1906, at Noon, the Steamship
"BUELOW," Captain Formes, with MAILED PASSENGERS, SPECIE and CARGO,
will leave this Port as above, CALLING AT NAPLES and GENOA.Shipping Orders will be granted till Noon, on MONDAY, the 3rd Dec. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 4th Dec. and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 4th Dec.
Consent of Passengers is required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$31 0 0	\$22 0 0	\$13 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

* To NEW YORK VIA SUEZ
VIA NAPLES, GENOA OR GIBRALTAR

return 115 0 0 44 0 0 26 0 0
via BREMEN OR SOUTHAMPTON 68 0 0 46 0 0 27 0 0
return 122 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.
VIA NEW GUINEA.FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

STEAMER	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 11th Dec.
SANDAKAN	TUESDAY, 8th Jan.
MANILA	TUESDAY, 5th Feb.

ON TUESDAY, the 11th DECEMBER, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
return	\$81—	\$50—	\$30—
TO NEW GUINEA	\$28—	\$18 10	\$14 00
return	\$42—	\$24—	\$17 15
TO BRISBANE	\$230—	\$230—	\$15—
return	\$254—	\$254—	\$16—
TO SYDNEY	\$233—	\$233—	\$15—
return	\$251—	\$251—	\$16 10
TO MELBOURNE	\$234 10	\$234 10	\$16—
return	\$262 5	\$262 5	\$17 00
TO YOKOHAMA	\$380 00	\$380 00	\$240 00
return	\$500 00	\$500 00	\$320 00
TO KOBÉ	\$350 00	\$350 00	\$220 00
return	\$500 00	\$500 00	\$320 00
TO YOKOHAMA and back from KOBÉ to HONGKONG	\$140 00	\$100 00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £27 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI	"PRINZ EITEL FRIEDRICH" ... Wednesday, 5th Dec.
KOBÉ & YOKOHAMA	"SEYDLITZ" ... Wednesday, 19th Dec.
SHANGHAI, NAGASAKI	"PRINZ EITEL FRIEDRICH" ... Wednesday, 19th Dec.
KOBÉ & YOKOHAMA	"SEYDLITZ" ... Wednesday, 19th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton	1st Class
To Bremen	\$62 0 0
To Paris via Cherbourg	63 10 0
To Naples, Genoa via Gibraltair	65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., Agents.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.
CAPT. CH. POLACK."PRINZ LUDWIG" 10,500, ON MARCH 27TH.
CAPT. VON BINZER.CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

For PARTICULARS, APPLY TO

MELOCHERS & CO.,

Agents.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY.
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days Ocean Travel,
11 DAYS YOKOHAMA TO VANCOUVER,
18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS	(Subject to Alteration).
"ATHENIAN"	3,882 Tons	LEAVE HONGKONG
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 28th Nov. ... 22nd Dec.
"TARTAR"	4,425 "	THURSDAY, 30th Dec. ... 7th Jan.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 9th Jan. ... 2nd Feb.
"MONTEAGLE"	6,163 "	THURSDAY, 17th Jan. ... 4th Feb.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 23rd Jan. ... 16th Feb.
		THURSDAY, 14th Feb. ... 4th Mar.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamship
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 28 days from HONGKONG.

Hongkong to London, 1st Class, ... via St. Lawrence 260; via New York 262.

Intermediate on Steamers: ... 240, ... 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate

passengers only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of the

British and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—

D. W. CRADDOCK, Acting General Agent,

Corner Pender Street and Praya opposite Raffles Place.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of December	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN	First half of December
TJILIWONG	JAPAN	First half of December	JAVA PORTS	First half of December
TJIMAH	JAPAN	Second half of December	JAVA PORTS	Second half of December
TJILATJAP	JAVA	First half of January	JAPAN	First half of January

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 27th November, 1906.

Telephone No. 375.

[16]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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SPECIAL BLEND WHISKY.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.Albion, despatch boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. E. La T. Leatham,
ManilaAstrak, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 h.p., Captain C. L. Vaughan-Lee,
ManilaBramble, gunboat, 710 tons, 800 h.p., Lieut.
C. W. Davidson, ShanghaiBritannia, gunboat, 710 tons, 800 h.p., Lieut.
W. L. Bamber, YangtzeCathart, British ship, 1,070 tons, Comdr. B. L.
Majumdar, ShanghaiClio, British ship, 1,070 tons, Comdr. C. D.
S. R. Baker, HongkongDiadem, 1st class cruiser, 11,000 tons, 16 guns,
16,500 h.p., Capt. H. W. Savary, ManilaFame, torpedo-boat destroyer, 300 tons, 6
guns, 5,700 h.p., Lieut. Comdr. Grosson,
HongkongFlora, 2nd class cruiser, 4,350 tons, 10 guns,
7,000 h.p., Capt. Grant Dalton, Weihaiwei

